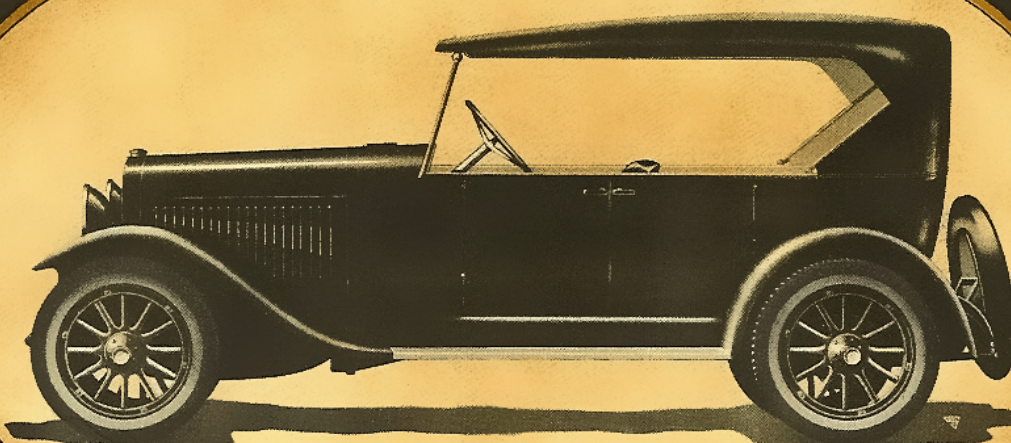




THE
National
SIX
THIRTY ONE

The
NATIONAL
SIX THIRTY ONE

Engine
Six-Cylinder
35 Horsepower

Bodies by H. F. Holbrook

Wheelbase 112 inches

Fine Upholstery—Ample Room

Full Semi-Elliptic Springs

Standard Selective Type Transmission
Three Speeds Forward
and One Reverse

Full Standard Electric
Equipment

National



The NATIONAL SIX THIRTY ONE

THE BODY Designed by H. F. Holbrook. Wheelbase 112 inches. Roomy, comfortable seats. Handsome upholstery. Full standard equipment. Type—deep, narrow radiator, streamline body, smooth sides, typical of the Holbrook custom designs. Sedan has four doors.

THE ENGINE Special six cylinder, thirty five horsepower motor, designed and built for this car. The National six thirty one engine is adapted to get the best results from low grade fuel. It is of advanced type and construction, has full electrical equipment and special refinements in its design. The six thirty one is an engine worthy to belong to the National family of twenty generations of great automobile engines.

THE CHASSIS Pressed steel frame of standard type. I-beam front axle with Timken bearings, springs regular semi-elliptic type. Transmission, standard selective type, three speeds forward and one reverse. Full electric equipment.



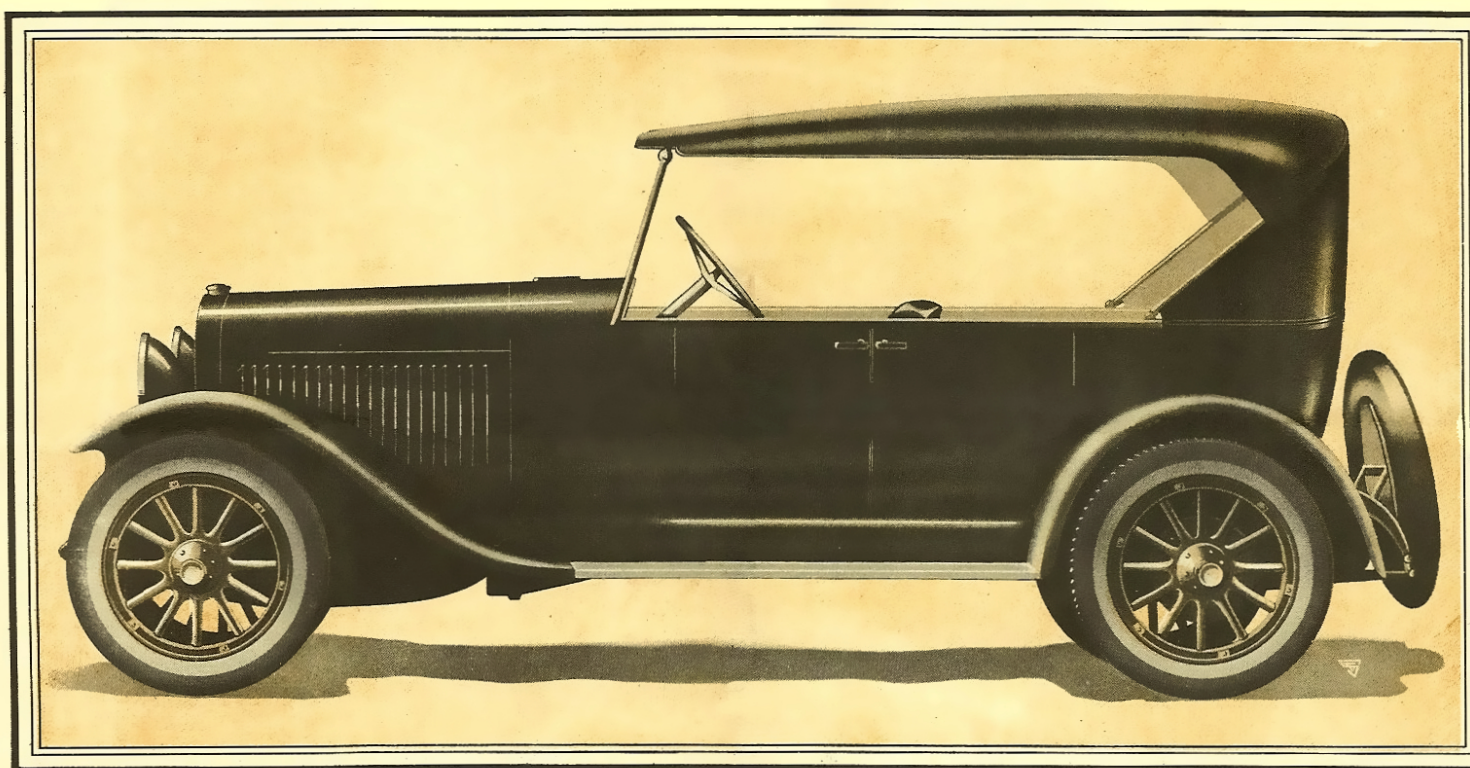
ational Motors Corporation with its consolidation of eight automotive manufacturing plants, brought together the special manufacturing advantages that have made the National six thirty one possible. The National six thirty one is manufactured and serviced by National Motors Corporation. The entire organization of the corporation is behind this member of the National family.

Quality of materials in every vital part of the six thirty one is the highest. The balance of parts and design and the suspension on long semi-elliptic springs make for easy riding. The six thirty one will give long service at the minimum of operating and maintenance expense. At the same time it will be a source of pride and satisfaction.

The six thirty one five passenger phaeton is a fine Holbrook designed automobile. It has a gracefully balanced stream line body, hand tailored top, and is in every way a car of style and fine performance. The five passenger, four door sedan has a roomy, beautifully upholstered interior, completely equipped for comfort, convenience and social use. Its wide windows give ample light and vision. Its heating equipment makes it warm for winter driving. Its light weight is ideal for touring, especially as it is powerfully engined by its six cylinder motor.

Body construction of the six thirty one models is not only of superior design but of high class materials and workmanship. Framing is of selected hardwoods, glued, screwed, bolted and clamped together by body irons at vital points of strain. These bodies are made to withstand road and driving strains and hold up under the severest usage. Every detail of the design of the National six thirty one has been worked out to give service and owner satisfaction. A glance at the pictures of the two cars shown on the following pages will show the distinction of the Holbrook models. Specifications are printed on page seven.

National Motors Corporation has eight manufacturing plants in seven states with assets of more than twenty million dollars



The NATIONAL SIX THIRTY ONE Five Passenger Phaeton



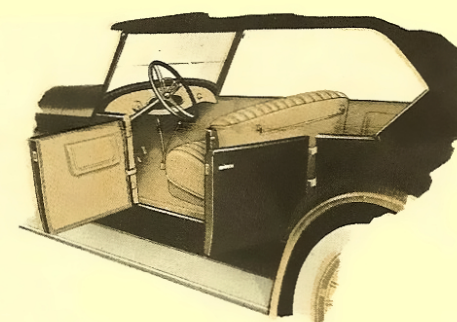
The specially designed six cylinder engine of the National six thirty one delivers thirty five horsepower.

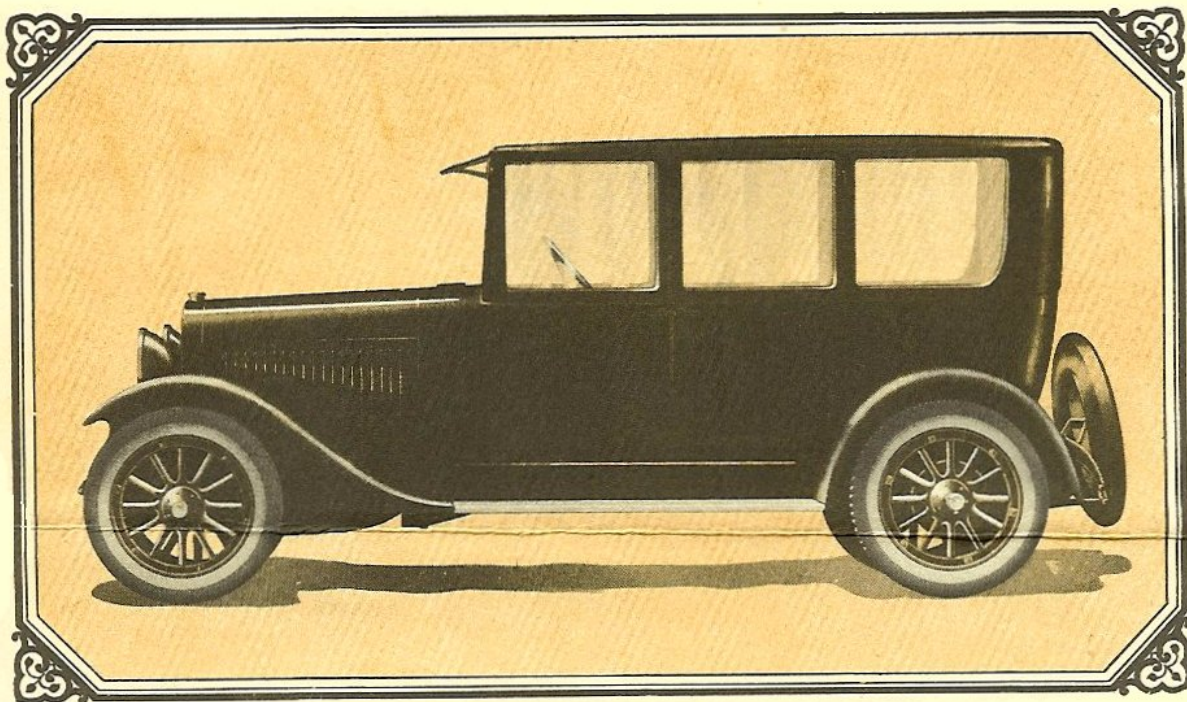
THE body of the six thirty one five passenger phaeton is designed on custom lines by H. F. Holbrook. It has the high, narrow radiator, long streamline body, smooth sides and gracefully curved fenders giving the newest distinctive effect. Fittings and equipment are unusually complete. The body of the phaeton hangs low to the road but with ample clearance. Its construction details embody extra strength at points of strain. The harmonious balance of parts results both in fine appearance and in easy riding.

The seating capacity of the five passenger phaeton, as shown in the small picture, makes use of ample room for comfort and easy relaxation. The upholstery is of excellent quality and the deep spring seat cushions, easy angle of the seats and backs, and roomy corners make for the enjoyment of the passengers. Large doors are an added convenience.

Whether on a short ride or a transcontinental tour the specially designed engine of the National six thirty one has power in excess of any need. The spring suspension on a full set of long semi-elliptic springs is scientifically designed with the distribution of weight so that the car takes inequalities with an easy gliding motion and clings to the road. The top is hand fitted and the quick adjustable curtains give the widest possible vision.

The ideal to which the National six thirty one is constructed is that of a car that will give the maximum of comfort in riding with the minimum of operating and maintenance expense. The six thirty one phaeton is a car in which any owner can take pride as well as enjoy its fine performance.

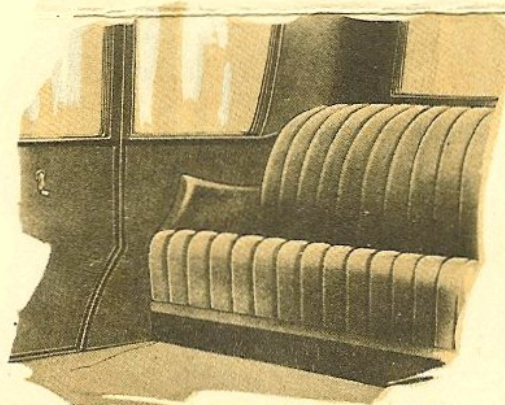




The NATIONAL FOUR DOOR SEDAN

Model Six Thirty One

THIS four door sedan designed by H. F. Holbrook for the National six thirty one chassis is an up to the minute, roomy, luxurious drawing room on wheels with the extra conveniences and touches of distinction that characterize the typical Holbrook design. The rear seats has ample accommodation for three passengers, with space for social enjoyment and conversation. Upholstery is of specially woven all wool fabrics. Seats are wide and deep with long spring cushions and backs at the right angle for ease. The windows give vision in all directions and may be raised or lowered at a touch. Powered by the six thirty one engine and swinging easily on its long springs the six thirty one five passenger sedan is an ideal of comfortable transportation in all weathers, day or night.



The rear seat of the six thirty one sedan is an invitation to comfort.

For touring the six thirty one sedan is admirably adapted owing to its light weight, room for passengers and baggage, finely balanced design and high powered engine, all giving the luxury and freedom from weather worry of driving in a closed car. Construction of the body is on a framework of specially selected hardwoods braced and ironed in the strongest way to withstand strains. Weight is saved only where it can be spared without loss of strength. The result is a body of scientific lightness with the durability and rigidity of a heavy car.

In addition to pride in its appearance economy in use, low maintenance cost and long life of fine service may be expected of this fine sedan.

BRIEF SPECIFICATIONS

The NATIONAL

Model Six Thirty One

Bodies designed by H. F. Holbrook. Hood and radiator design is of the high, narrow type in a modern, distinctive style. The body lines are stream line with smooth, unbroken side panels. The cars are hung low but with ample road clearance for American driving conditions.

ENGINE

Six-cylinder; our own special design; L-head, vertical type; combination pressure and splash oil feed; developing 35 horsepower; 155 cu. in. displacement.

RADIATOR

Special design; honey-comb type; thermosyphon arrangement.

FAN

Four-blade adjustable, pressed steel; driven by endless fabric belt.

CARBURETOR

1" vertical type.

IGNITION

Battery system.

STARTING AND LIGHTING

Six-volt, single wire, two-unit system; starting motor geared direct to flywheel by automatic disengaging drive.

FUEL FEED

Vacuum feed; twelve-gallon capacity tank.

TRANSMISSION

Unit with engine; selective type; three speeds forward, one reverse; nickel steel gears, running in oil; ball bearing main shaft, plain bearing countershaft.

CLUTCH

Dry plate; 10" in diameter; simple construction; soft and positive engagement; easily adjusted.

DRIVE SHAFT

Tubular construction; two universals; oil type.

FRONT AXLE

Drop forged; "I" beam; Timken bearings.

REAR AXLE

Standard make; 4.6 to 1 reduction.

DRIVE

Through springs.

FRONT SPRINGS

Semi-elliptic; 35 $\frac{1}{4}$ " x 1 $\frac{3}{4}$ "; located top of axle.

REAR SPRINGS

Semi-elliptic; 51 $\frac{1}{2}$ " x 1 $\frac{3}{4}$ "; all springs parallel to center-line of car.

BRAKES

Emergency mounted on transmission end of propeller shaft; service on rear wheel drums.

STEERING-GEAR

Worm and gear type; 17" wheel, with spark and throttle controls and horn button over wheel.

WHEELS

Specially selected, close-grained hickory demountable rims; aluminum hub caps.

TIRES

31" x 4", straight side.

FRAME

Cold pressed steel of deep channel section; light and extra strong; $\frac{5}{8}$ " stock, with four cross members.

WHEELBASE

112 inches.

BATTERY

Six-volt, ninety-hour capacity; accessibly suspended on frame under removable floorboards.

SPEEDOMETER DRIVE

On drive shaft at rear of transmission.

RUNNING BOARDS

Full length; linoleum covered.

BODY

Five-passenger; trimmed with high-grade of leather substitute; floor carpets front and rear; outside door handles; four-bow permanent top with double texture covering; curtains opening with doors; two-piece windshield, ventilating type; pockets in rear of front seat for curtains.

INSTRUMENT BOARD

Special panel, mounted in dash, carrying oil gauge, ammeter, switch, dash light and speedometer.

FENDERS

Extra heavy; 10" full crown.

HOOD

Extra heavy; four-piece; four catches and two handles.

LAMPS

Headlights; Dixie type special black enameled; legal lenses. Instrument board and tail light wired in series.

EQUIPMENT

Full equipment of tools; extra demountable rim; motor driven horn; extra hand pump; tire carrier; jack.

NATIONAL MOTORS CORPORATION

National

